CB 360 O-Rings and Seals
OEM part # Description Fiche ref
91307-369-000 O-RING (9.8X4.0)- Oil filter screen 23 oil filter
91312-107-000 O-RING (7X1.7) 25 oil filter
91301-283-005 O-RING (5X2.4) 16 alternator
91202-286-023 OIL SEAL (22X35X6) 36 cam and valve
91206-286-005 OIL SEAL (14X28X7) 17 Crankcase-shifter seal
90407-367-690 GASKET, DRAIN - oil drain 16 Crankcase
91201-324-010 OIL SEAL (6.5X14.5X7) tachometer oil seal 14 cylinder head cover
91302-001-020 O-RING (30.8MM) valve adjust cover 15 cylinder head cover
91259-333-000 O-RING (9.5X1.7) caliper holder 19 Brake and Caliper
17534-323-300 GASKET, FUEL FILLER CAP 16 Fuel tank
16956-283-000 GASKET, JOINT NUT Petcock 8 Fuel tank
16955-283-000 GASKET, FUEL STRAINER CUP Petcock 7 Fuel tank
91304-216-000 O-RING (11.5X2) Gear shift drum guide 21 gearshift drum
91210-286-003 DUST SEAL left crank case 14 left crankcase
91204-286-005 OIL SEAL (18X29X7) right crankcase oil seal 7 right crankcase
91354-371-000 O-RING (23X2) dipstick 8 right crankcase
31206-402-008 O-RING (60X1.4) Starter 6 Starter
91205-333-005 OIL SEAL (34X52X13.5X15.5) trans seal 37 Transmission
91203-292-005 OIL SEAL (8X34X8) trans seal 36 Transmission

I forgot to mention that I performed the cam chain adjustment per Clymer. This is the same as the timing chain correct? The book says that chain slack will automatically be taken up by the tensioner mechanism, but how do I know that for sure? I vaguely recall reading something to the tone of gunk interfering with the auto chain tensioner. Could this be the case here?

The cam/crank timing cannot be "adjusted" at all. It can only be checked.
With the alternator rotor "LT" mark lined up, the two lines on the cam sprocket should be perfectly horizontal - if they are not, the bike ain't gonna run.

When you put it back together, be sure to observe the Manual's comments about filling the cylinder head's oil bath reservoirs, it's important.....

Swap the condenser wires and test it, then put it back and swap the points wires into the coils and test it. That will isolate if it is a point, a

condenser or a coil. If the no spark moves to the other cylinder it is the condenser / points (depending on which wire you switched). If it stays on the same cylinder and you keep spark on the other it is the coil and/or lead wire. I'm betting on the points.